



145th Street Station Subarea Planned Action

FINAL ENVIRONMENTAL IMPACT STATEMENT

JULY 2016



145th Street Station Subarea Plan

Planned Action Final Environmental Impact Statement

Prepared for:



Prepared by:



July 2016

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July 18, 2016

Subject: 145th Street Station Subarea Plan- Planned Action, Final Environmental Impact Statement (FEIS)

Dear Interested Residents, Partners, and Stakeholders,

The City of Shoreline announces the availability of the 145th Street Station Subarea Plan Planned Action Final Environmental Impact Statement (FEIS). The FEIS analyzes environmental impacts and recommends mitigation related to redevelopment alternatives in the subarea surrounding the future light rail station located at NE 145th Street and Interstate 5. The FEIS focuses on land use patterns/plans and policies; population, housing, and employment; multi-modal transportation (roads, sidewalks, bike lanes, and transit); public services (schools, parks, recreation, open space, police, fire and emergency services, and solid waste disposal); and utilities (water, wastewater, surface water, electricity, and communications).

The City and its residents have been working on the 145th Street Station Subarea Plan since spring 2013 to create a land use, transportation, and infrastructure framework for a livable, equitable, and sustainable transit-oriented community in Shoreline. In addition to supporting the regional investment in high-capacity transit, the subarea plan implements Shoreline's 2012 Comprehensive Plan goals and policies and the City's Vision 2029. The subarea plan should expand community choices related to land use and transportation through regulations to promote a variety of housing styles and increased levels of affordability; enhanced pedestrian, bicycle, transit, and motor vehicle connectivity, mobility, and safety; neighborhood-serving employment opportunities and businesses; and other desired amenities.

State law requires that the likely environmental impacts of land use actions be identified via environmental impact statements, and this FEIS provides analysis consistent with requirements for Planned Actions (see below). Four alternatives are analyzed in the FEIS, and all assume the development of a high-capacity transit network including the light rail station and park-and-ride structure at the 145th Street/Interstate 5 location. The alternatives are:

- **Alternative 1 – This is the No Action Alternative.** The no action alternative assumes that zoning within the subarea does not change and will evaluate how the subarea would grow under the current zoning and land use designations. No action does not mean “no change” as property owners would still have the ability to maximize existing development capacity, including building to current 35 foot height limits, adding accessory dwelling units, etc.
- **Alternative 2 – Connecting Corridors.** This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square/Shoreline Place. Since potential development in this scenario is more spread out, lower density zoning is analyzed in several locations compared to the Compact Community scenario, and the most intensive zoning designation would allow 6 story buildings (although additional height could be negotiated through provision of certain amenities).
- **Alternative 3 – Compact Community.** This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning is analyzed

in several locations compared to the Connecting Corridors scenario. Building heights of 85 feet (7 stories) are imagined nearest the station and along the freeway on both the west and east sides (although additional height could be negotiated through provision of certain amenities).

- Alternative 4 – Compact Community Hybrid. This alternative is based on the Compact Community scenario, but includes some elements of the Phased Connecting Corridor alternative. The most intense zoning in this scenario would include a maximum base building height of 70 feet (6 or 7 stories) nearest the station, with the same potential to negotiate extra height through a public process and provision of amenities as the other two action alternatives. Based on public comment, areas surrounding Paramount Park, Paramount Open Space, and Twin Ponds Park retain single-family (R-6) zoning in this scenario. Alternative 4 also shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Corridor Study, but also incorporates elements of the Green Network that was studied in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

With completion of the FEIS, the City will finalize and adopt the 145th Street Station Subarea Plan, including zoning and supporting regulations as the Planned Action. Future development applications that are consistent with the 145th Street Station Subarea Plan/Planned Action would not be subject to further environmental review under SEPA.

For more information on the FEIS or the Subarea Planning Process please contact:

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Sincerely,



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Acronyms

Glossary

Public and Stakeholder Involvement: Community Visioning, Design Workshops, and Other Engagement

Scoping Notice

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FACT SHEET

Project Title

145th Street Station Subarea Plan/145th Street Station Subarea Planned Action (a Planned Action of the City of Shoreline)

Proposed Action and Alternatives

Four alternatives are analyzed and compared in this 145th Street Station Subarea Planned Action Final Environmental Impact Statement (FEIS):

- **Alternative 4—Compact Community Hybrid** is based on the Planning Commission's recommendation developed during the DEIS review process. Differences between this alternative and Alternative 3— Compact Community, on which it is based, include retaining existing Residential-6 units per acre (R-6) zoning in proximity to Twin Ponds Park, Paramount Park, and Paramount Open Space. The Compact Community Hybrid also includes a maximum base height 70 feet within the zoning designation of Mixed Use Residential (MUR)-70' in the area surrounding and nearest the planned light rail station. This alternative proposes change over about the same geographic extent as Alternative 3, but with less change in zoning in areas adjacent to Twin Ponds and Paramount Park and Paramount Open Space. This alternative would result in less population and housing units at build-out than either Alternative 2 or Alternative 3, and less employees than Alternative 2, but more than Alternative 3.
- **Alternative 3—Compact Community** proposes zoning changes and supporting improvements in a compact area that would focus potential growth within approximately one half mile of the planned light rail station. While this alternative proposes change over less geographic extent than Alternative 2, it would result in more density at build-out than both other action alternatives (Alternatives 2 and 4). Potential redevelopment implemented under this alternative would concentrate higher density MUR-85' zoning (maximum base height of 85 feet) close to the future light rail station with a mix of MUR-35' (maximum height of 35 feet) and MUR-45' (maximum height of 45 feet) within the remainder of the subarea. Alternative 3 would result in more population and housing than either Alternative 2 or Alternative 4, but fewer employees than either Alternative 2 or Alternative 4.
- **Alternative 2—Connecting Corridors** would emphasize changes in zoning and proposed improvements around the planned light rail station and along the 5th Avenue NE and 155th Street corridors. These connecting corridors extend between the station subarea, commercial districts at 165th Street and 15th Avenue, and Shoreline Place/Aurora Square. Potential redevelopment analyzed in this alternative would be more spread out and would include more area proposed at lower density MUR-35' (maximum height of 35 feet). This alternative also would limit the maximum base density to MUR-65' (maximum base height of 65 feet) in the area surrounding the planned light rail station. The proposed zoning under this

alternative would affect a broader geographic extent of the subarea and create the most level of change in the subarea. Implementation of Alternative 2 would result less population and housing than Alternative 2, but more than Alternative 4. There would be more employees under Alternative 2 than under either Alternative 3 or Alternative 4.

- **Alternative 1—No Action** would retain existing zoning within the subarea, which is mostly R-6. It is important to note that "No Action" does not mean "no change." If the City retained the current zoning, property owners would still be able to maximize their development capacity in many cases with larger, three story structures and accessory dwelling units. The current height limit allowed under R-6 zoning is 35 feet.

The City and its citizens have been working on the *145th Street Station Subarea Plan* since spring 2013 with the intent of creating a land use, transportation, and infrastructure framework to support implementation of a livable, workable, equitable, and sustainable transit-oriented community in Shoreline. The three action alternatives, Alternative 4—Compact Community Hybrid, Alternative 3—Compact Community, and Alternative 2—Connecting Corridors have been developed to advance this vision. In addition to supporting the regional investment in high-capacity transit, the subarea plan would support Shoreline Comprehensive Plan goals and policies and implement the City's Vision 2029.

The No Action Alternative would retain the current provisions of the Comprehensive Plan and other existing plans, as well as

development regulations applicable to the subarea. This FEIS assumes that the light rail station would be constructed with or without zoning changes in the subarea. Although individual properties could be developed to the maximum allowable density under current zoning in the No Action Alternative, this is not consistent with the vision for vibrant, transit-oriented communities throughout the region and in Shoreline. Upon completion of this FEIS, the City of Shoreline will select a preferred alternative based on the results of the environmental analysis, further deliberations by the Planning Commission and City Council, and additional public comment. The preferred alternative may include combined features of the alternatives analyzed in the previous 145th Street Station Subarea Planned Action Draft Environmental Impact Statement (DEIS), and/or new analysis in this FEIS, as long as these are analyzed to the extent required by the State Environmental Policy Act (SEPA).

Upon completion of this FEIS and identification of a preferred alternative, the City of Shoreline anticipates that it would finalize and adopt the *145th Street Station Subarea Plan* and a supporting Planned Action Ordinance. The City also would amend its current Comprehensive Plan and other applicable plans as well as the Shoreline Development Code, as may be required to support the plan and ordinance.

With adoption of the Planned Action Ordinance, future development applications that are consistent with the planned action would not be subject to further environmental review under SEPA, because of the extent of environmental analysis already provided in this EIS. The planned action process is intended to emphasize quality environmental review of early

planning efforts and provide the opportunity for early public input to shape decisions. Development applications would still be subject to requirements of the City's development regulations.

Under the No Action Alternative, SEPA review and compliance would be required on a per-project basis in the future depending on the extent of redevelopment proposed. While the No Action Alternative would occur under the current adopted Comprehensive Plan and Development Code, it would not be consistent in meeting the City's stated objectives in the Comprehensive Plan for implementing transit-oriented communities around the proposed light rail stations. Mitigations identified through the EIS process such as pedestrian and bicycle facilities and additional park space would likely not be implemented.

Location

Through a separate public process for the Lynnwood Link Extension, which also included development of a FEIS, Sound Transit identified NE 145th Street on the east side of Interstate 5 (I-5), north of the 145th interchange, as the preferred location for one of the two light rail stations to potentially be built in Shoreline. A park-and-ride structure, also constructed by Sound Transit, would be potentially located north of the station, also on the east side of I-5. The City of Shoreline supports the station location included in Sound Transit's preferred alternative for the Lynnwood Link Extension, and identifies the location in the City's Comprehensive Plan Land Use Map.

For the purposes of developing the *145th Street Station Subarea Plan* and completing environmental analysis for the DEIS and

FEIS, the City of Shoreline Planning Commission determined study area boundaries through consideration of factors such as topography, ability to walk and bike to and from the station, policy direction, existing conditions, and other influences. The Planning Commission recommended using two sets of boundary lines, one that delineates the study area for land use and another that delineates the study area for mobility (multimodal transportation). These boundaries were then reviewed and adopted by City Council. The study area boundaries represent the approximate area of focus for potential zoning alternatives and alternatives. Various conditions may influence proposed zoning changes outside the study area boundaries, including compatibility with adjacent land uses, transportation access, and other factors.

Refer to Figure 1-3 Chapter 1 for depictions of these study area boundaries surrounding the 145th light rail station location. The rectangular-shaped subarea includes portions of the Ridgecrest, Parkwood, and Briarcrest neighborhoods of Shoreline, with 145th Street as the southern border of the subarea. This is also the border between the city limits of the City of Shoreline and the City of Seattle. The subarea extends approximately one-half mile to the north. For more information on the subarea boundaries, see Chapter 1.

Proponent

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Planned Action Environmental Impact Statement Process

The Washington state legislature adopted the planned action process for SEPA to emphasize quality environmental review of early planning efforts and early public input to shape decisions. Basic steps in designating and implementing planned actions are to:

- Prepare an environmental impact statement (EIS);
- Designate the planned action improvement area by ordinance, where future projects would develop consistent with the EIS analysis; and
- Review permit applications for future projects for consistency with the designated planned action (based on an environmental checklist prepared by project proponents to compare proposed improvements to the planned action analysis).

The intent is to provide more detailed environmental analysis during formulation of planning proposals, rather than at the project permit review stage. A planned action designation by a jurisdiction reflects a decision that adequate environmental review has been completed and further environmental review under SEPA, for each specific development proposal or phase, would not be necessary if it is determined that each proposal or phase is consistent with the development levels specified in the adopted Planned Action Ordinance and supporting environmental analysis.

Although future proposals that qualify as fitting within the threshold of the planned action would not be subject to additional SEPA review, they would be subject to application notification and permit process requirements. For projects located within the proposed MUR-85', MUR-70, or MUR-65' zones, with proponents choosing to proceed through a development agreement, additional public review also would be part of that process.

The Planned Action Ordinance would be expected to help catalyze redevelopment and revitalization in the light rail station subarea. Property owners and potential developers would be encouraged to redevelop by the more predictable development process that takes place under the planned action process. This FEIS helps the City identify impacts of development and specific mitigation measures that developers would have to meet to qualify for a planned action project.

Required Approvals

In order to implement the selected alternative as an outcome of this FEIS, the following must be approved by the City Council:

- Adoption of a final *145th Street Station Subarea Plan* and provisions and regulations that would require amendments to the City's Comprehensive Plan and the Shoreline Development Code (Title 20); and
- Adoption of a Planned Action Ordinance.

After these City actions, permits to be acquired by individual development proposals would likely include, but not be limited to: land use permits, site development permits, building permits, and right-of-way permits. If the proposed development is

consistent with the subarea plan and analysis in this FEIS, additional environmental analysis would not be required.

Environmental Impact Statement

Authors and Principal Contributors

This document has been prepared under the direction of the City of Shoreline, Planning & Community Development Department.

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Important Dates in Environmental Impact Statement Process

Draft EIS:

- Issued on January 17, 2015
- Comment period through February 19, 2015

Addendum to Draft EIS:

- Issued on February 19, 2016
- Comment period through March 21, 2016

Final EIS:

- Issued on July 18, 2016
- NO COMMENT PERIOD

Date of Final Action and Implementation

As provided in WAC 197-11-460, the City shall not act on the proposal for which this FEIS has been prepared prior to seven days after issuance of the FEIS.

The Planning Commission will hold a public hearing at 7:00 pm on **August 18, 2016** in the Council Chambers at Shoreline City Hall (17500 Midvale Avenue N). While the FEIS itself will not be a subject of the public hearing, it will be used to inform decision-making with regard to the full Subarea Plan package, which will consist of three adopting ordinances:

- **Ord. No. 750** Adopting the 145th Street Station Subarea Plan and Amending the Comprehensive Plan and Land Use Map;
- **Ord. No. 751** Amending the Unified Development Code, Shoreline Municipal Code Title 20, and the Official Zoning Map to Implement the 145th Street Subarea Plan; and
- **Ord. No. 752** Planned Action for the 145th Street Station Subarea pursuant to the State Environmental Policy Act.

Council will discuss the Subarea Plan package on September 12 and 26, and anticipates taking final action on the adoption of the *145th Street Station Subarea Plan* package by mid-October 2016. If approved, it is envisioned that redevelopment of the station subarea would occur gradually, over the coming decades.

Previous Relevant Environmental and Planning Documents

Prior relevant environmental review was conducted in the DEIS for this Planned Action, as well as the following EISs, including the City's Comprehensive Plan and subsequent amendments:

- *145th Street Station Subarea Planned Action Draft Environmental Impact Statement, January 2015*
- *Lynnwood Link Extension Draft Environmental Impact Statement* by Sound Transit, July 2013
- *City of Shoreline Comprehensive Plan*, update adopted by Ordinance 649 on December 10, 2012
- *City of Shoreline Transportation Master Plan*, December 12, 2011
- *Southeast Neighborhoods Subarea Plan*, May 24, 2010
- *Aurora Square Community Renewal Area Planned Action Draft Environmental Impact Statement*, December 2014

Where appropriate, relevant information found in prior environmental and planning documents is referenced and considered in this FEIS.

Location of Background Information

See "Contact Persons" above.

Availability of this FEIS and Copies for Purchase

This FEIS is posted at: www.shorelinewa.gov/145FEIS, and may be downloaded and reviewed for free.

Desk copies are available for review at Shoreline City Hall (17500 Midvale Avenue N, Shoreline, WA, 98133) and at the Shoreline Libraries (345 NE 175th Street, Shoreline, WA 98133 and 19601 21st Ave NW, Shoreline, WA 98177).

Copies of this FEIS (printed or on compact discs) may be purchased from the City of Shoreline Department of Planning & Community Development (17500 Midvale Avenue N, Shoreline, WA, 98133, see "Contact Persons") for the cost of production.

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